

The FAA has determined that this regulation is an emergency regulation and that it is not considered to be major under Executive Order 12291. It is impracticable for the agency to follow the procedures of Order 12291 with respect to this rule since the rule must be issued immediately to correct an unsafe condition in aircraft. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption "ADDRESSES."

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 14 CFR part 39 of the Federal Aviation Regulations as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

##### § 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

**93-11-10 Corporate Jets, Limited (Formerly British Aerospace):** Amendment 39-8602. Docket 93-NM-40-AD.

**Applicability:** Model BAe 125-1000A series airplanes, as listed in Corporate Jets, Limited, Alert Service Bulletin S.B. 71-A43, dated February 9, 1993; certificated in any category.

**Compliance:** Required as indicated, unless accomplished previously.

To ensure the fireproof integrity of the engine fan duct material, which will reduce the hazards associated with an engine fire, accomplish the following:

(a) Within 7 days after the effective date of this AD, conduct a detailed visual inspection along the longitudinal seams of the outside surface of the outer fan duct on the right and left engines to detect fluid contamination or disbonding at the edges of the seams, in accordance with Corporate Jets, Limited, Alert Service Bulletin S.B. 71-A43, dated February 9, 1993.

(b) If no fluid contamination or disbonding is detected, accomplish paragraphs (b)(1) and (b)(2) of this AD.

(1) Thereafter repeat the visual inspection required by paragraph (a) of this AD at intervals not to exceed 14 days until the modification required by paragraph (b)(2) of this AD is accomplished.

(2) Within 300 hours time-in-service after the effective date of this AD, modify the longitudinal seams of the outside surface of the outer fan duct on the right and left engines, in accordance with Corporate Jets, Limited, Service Bulletin SB.71-43-3644A, dated February 8, 1993. Accomplishment of this modification constitutes terminating action for the repetitive inspections required by paragraph (b)(1) of this AD.

(c) If fluid contamination only is detected, accomplish paragraphs (c)(1) and (c)(2) of this AD.

(1) Repeat the detailed visual inspection required by paragraph (a) of this AD prior to the first flight of each day until the modification required by paragraph (c)(2) of this AD is accomplished.

(2) Within 50 hours time-in-service after the effective date of this AD, modify the longitudinal seams of the outside surface of the outer fan ducts on the right and left engines, in accordance with Corporate Jets, Limited, Service Bulletin SB.71-43-3644A, dated February 8, 1993. Accomplishment of this modification constitutes terminating action for the repetitive inspections required by paragraph (c)(1) of this AD.

(d) If disbonding is detected at the longitudinal seams, prior to further flight, modify the longitudinal seams of the outside surface of the outer fan duct on the right and left engines, in accordance with Corporate Jets, Limited, Service Bulletin SB.71-43-3644A, dated February 8, 1993.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

**Note:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(f) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(g) The inspection shall be done in accordance with Corporate Jets, Limited, Alert Service Bulletin S.B. 71-A43, dated February 9, 1993. The modification shall be done in accordance with Corporate Jets, Limited, Service Bulletin SB.71-43-3644A, dated February 8, 1993. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Corporate Jets, Inc., 22070 Broderick Drive, Sterling, Virginia 20166.

Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on June 29, 1993.

Issued in Renton, Washington, on June 7, 1993.

**James V. Devany,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 93-13905 Filed 6-11-93; 8:45 am]

**BILLING CODE 4910-13-P**

#### 14 CFR Parts 91, 93, and 137

[Docket No. 24456; Amendment Nos. 91-227, 93-64, 137-14]

**RIN 2120-AB95**

#### Airspace Reclassification

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects the Airspace Reclassification final rule that was promulgated on December 17, 1991, by deleting Class B from the airspace areas where the indicated airspeed of aircraft is restricted to 200 knots; by continuing the special communications requirements currently in effect at Ketchikan International Airport, Alaska; and by deleting Class B and Class C airspace areas from the exception for agricultural aircraft operating to and from dispensing areas. The correction is necessary to ensure the operating rules continue as intended on September 16, 1993, the implementation date of Airspace Reclassification.

**EFFECTIVE DATE:** This amendment is effective September 16, 1993.

**FOR FURTHER INFORMATION CONTACT:** Mr. William M. Mosley, Air Traffic Rules Branch, ATP-230, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-8783.

#### SUPPLEMENTARY INFORMATION:

##### Background

On December 17, 1991, the FAA published the Airspace Reclassification final rule (56 FR 65638) which, among other things, changed the wording of many operating rules by replacing the existing terminology for airspace with the new international classes of airspace that are being adopted by the United States. These actions become effective September 16, 1993.

Two of the existing airspace terms, airport traffic area and control zone, can



have application in four of the five classes of controlled airspace, that is, Class B, Class C, Class D, and Class E. Depending on the specific rule, these applications can be in an individual class, a combination of classes, or in all four classes. During the Airspace Reclassification rulemaking process, over 90 sections of Title 14 of the code of federal regulations (CFR) were revised or amended, and the FAA has found three errors resulting from the changes to the new terminology. This action corrects those errors.

#### Discussion

The first error occurred in section 91.117(b) which imposed a 200 knots speed limitation for operations at or below 2,500 feet above the surface within 4 nautical miles of the primary airport of a Class B, Class C, or Class D airspace area. The error actually occurred in the Airspace Reclassification Notice of Proposed Rulemaking (NPRM) (Notice No. 89-28, 54 FR 42916). That NPRM included Class A and Class B airspace surface areas in the 200 knot speed restriction; the final rule merely adopted the rule as proposed. However, the existing section 91.117(b) states that, "This paragraph (b) [200 knots] does not apply to any operations within a terminal control area." While the inclusion of Classes A and B was proposed, the FAA did not intend to significantly change the operating requirements in Class B airspace from the existing operating requirements in the terminal control area (TCA). And lastly, the United States does not have any current plans to establish any Class A surface areas; this was a misnomer used in the final rule. Therefore, this correction allows the current exemption from the 200 knot restriction in TCA's to continue in Class B airspace areas.

The next error involves the exception for agricultural aircraft, operating to and from dispensing areas, without an authorization from air traffic control (ATC). This error was a case of applying the terms airport traffic area and control zone in three classes when, in fact, the proposal was only for Class D airspace (Notice No. 89-28, 54 FR 42933). An ACT clearance is required for aircraft being operated under visual flight rules (VFR) to operate within Class B airspace. Likewise, establishing and maintaining two-way communications with ATC is required for aircraft being operated under VFR within Class C airspace. Removing these requirements was not proposed for agricultural aircraft and such an exception would be considered a decrease in the level of safety provided by these rules. This

action deletes Class B and Class C airspace areas from the authorization exception and corrects the rule to conform with the amendment as proposed.

The third and final error occurred as a result of simultaneous rulemaking actions. The Airspace Reclassification NPRM (Notice No. 89-28, 54 FR 42916) was published October 18, 1989, and proposed to amend § 93.151 by revising the introductory text. The revision merely replaced the term "control zone" with "the lateral limits of the surface area of controlled airspace." Subsequently, the FAA issued a NPRM (Notice No. 90-15, 55 FR 17564) to modify the communications requirement so that the entire control zone would be included. The Ketchikan International Special Airport Traffic Final Rule was issued September 23, 1991, (56 FR 48092) and adopted the communications requirement as proposed. On December 17, 1991, the FAA promulgated the Airspace Reclassification Final Rule (56 FR 65638) which adopted, effective September 16, 1993, the language in § 93.151 as it was prior to the Ketchikan International Special Airport Traffic Final Rule (56 FR 48092). This inadvertently negated the efforts of the FAA to improve safety to, from, and within the immediate vicinity of the Ketchikan International Airport. This action ensures that the current communications requirements are continued after September 16, 1993.

#### List of Subjects

##### 14 CFR Part 91

Agriculture, Air traffic control, Aircraft, Airmen, Airports, Aviation safety, Air transportation, Reporting and recordkeeping requirements.

##### 14 CFR Part 93

Air traffic control, Airports, Alaska, Navigation (air) Reporting and recordkeeping requirements, Special air traffic rules.

##### 14 CFR Part 137

Agriculture, Aircraft, Aviation safety, Reporting and recordkeeping requirements.

Accordingly, 14 CFR Parts 91, 93, and 137 are amended as follows:

The following correction is made to 14 CFR part 93 currently in effect by making the following correcting amendment:

#### PART 93—SPECIAL AIR TRAFFIC RULES AND AIRPORT TRAFFIC PATTERNS

1. The authority citation for part 93 continues to read as follows:

Authority: 49 U.S.C. app. 1302, 1303, 1348, 1354(a), 1421(a), 1424, 2451 *et seq.*; 49 U.S.C. 106(g).

2. Section 93.151 is corrected by revising paragraph (b) to read as follows:

##### § 93.151 Applicability.

(b) Within that airspace below 3,000 feet MSL within the lateral boundary of the surface area of the Ketchikan Class E airspace regardless of whether that airspace is in effect.

The following corrections are made to 14 CFR parts 91, 93, and 137 in effect September 16, 1993, by making the following correcting amendments:

#### PART 91—GENERAL OPERATING AND FLIGHT RULES

3. The authority citation for part 91 continues to read as follows:

Authority: 49 U.S.C. app. 1301(7), 1303, 1344, 1348, 1352 through 1355, 1401, 1421 through 1431, 1471, 1472, 1502, 1510, 1522, and 2121 through 2125; articles 12, 29, 31, and 31(a) of the Convention on International Civil Aviation (61 Stat. 1180); 42 U.S.C. 4321 *et seq.*; E.O. 11514, 35 FR 4247, 3 CFR, 1966-1970 Comp., p.902; 49 U.S.C. 106(g).

4. Section 91.117 is corrected by revising paragraph (b) to read as follows:

##### § 91.117 Aircraft speed.

(b) Unless otherwise authorized or required by ATC, no person may operate an aircraft at or below 2,500 feet above the surface within 4 nautical miles of the primary airport of a Class C or Class D airport at an indicated airspeed of more than 200 knots (230 mph).

#### PART 93—SPECIAL AIR TRAFFIC RULES AND AIRPORT TRAFFIC PATTERNS

5. The authority citation for part 93 continues to read as follows:

Authority: 49 U.S.C. app. 1302, 1303, 1348, 1354(a), 1421(a), 1424, 2451 *et seq.*; 49 U.S.C. 106(g).

6. Section 93.151 is corrected by revising the introductory text to read as follows:

##### § 93.151 Applicability.

This subpart prescribes special air traffic rules and communications requirements for persons operating aircraft, under VFR—



**PART 137—AGRICULTURAL  
AIRCRAFT OPERATIONS**

7. The authority citation for part 137 continues to read as follows:

**Authority:** 49 U.S.C. app. 1354(a), 1348(c), 1421, and 1427.

8. Section 137.43 is corrected by revising paragraph (a) to read as follows:

**§ 137.43 Operations in controlled airspace designated for an airport.**

(a) Except for flights to and from a dispensing area, no person may operate an aircraft within the lateral boundaries of the surface area of Class D airspace designated for an airport unless authorization for that operation has been obtained from the ATC facility having jurisdiction over that area.

\* \* \* \* \*

Issued in Washington, DC, on May 27, 1993.

**Willis C. Nelson,**

*Acting Manager, Airspace-Rules and Aeronautical Information Division.*

[FR Doc. 93-13044 Filed 6-11-93; 8:45 am]

BILLING CODE 4910-13-M

**14 CFR Part 97**

[Docket No. 27320; Amdt. No. 1550]

**Standard Instrument Approach Procedures; Miscellaneous Amendments**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** *Effective:* An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference—approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

**ADDRESSES:** Availability of matter incorporated by reference in the amendment is as follows:

*For Examination*

1. FAA Rules Docket. FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which affected airport is located; or

3. The Flight Inspection Field Office which originated the SIAP.

*For Purchase*

Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

*By Subscription*

Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, US Government Printing Office, Washington, DC 20402.

**FOR FURTHER INFORMATION CONTACT:**

Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical Programs Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8277.

**SUPPLEMENTARY INFORMATION:** This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description on each SIAP is contained in the appropriate FAA Form 8260 and the National Flight Data Center (FDC)/Permanent (P) Notices to Airmen (NOTAM) which are incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the *Federal Register* expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction of charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. The

Provisions of this amendment state the affected CFR (and FAR) sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

**The Rule**

This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes SIAPs. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained in the content of the following FDC/P NOTAM for each SIAP. The SIAP information in some previously designated FDC/Temporary (FDC/T) NOTAMs is of such duration as to be permanent. With conversion to FDC/P NOTAMs, the respective FDC/T NOTAMs have been cancelled. The FDC/P NOTAMs for the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPs). In developing these chart changes to SIAPs by FDC/P NOTAMs, the TERPs criteria were applied to only these specific conditions existing at the affected airports.

This amendment to part 97 contains separate SIAPs which have compliance dates stated as effective dates based on related changes in the National Airspace System or the application of new or revised criteria. All SIAP amendments in this rule have been previously issued by the FAA in a National Flight Data Center (FDC) Notice Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for all these SIAP amendments requires making them effective in less than 30 days.

Further, the SIAPs contained in this amendment are based on the criteria contained in the US Standard for Terminal Instrument Approach Procedures (TERPs). Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are unnecessary, impracticable, and contrary to the public interest and, where applicable, that good cause exists for making these SIAPs effective in less than 30 days.

**Conclusion**

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are



necessary to keep them operationally current. It, therefore—(1) is not a "major rule" under Executive Order 12291; is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### List of Subjects in 14 CFR Part 97

Approaches, standard instrument, Incorporation by reference.

Issued in Washington, DC on June 4, 1993.  
Thomas C. Accardi,  
Director, Flight Standards Service.

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, part 97 of the Federal Aviation Regulations (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures, effective at 0901 UTC on the dates specified, as follows:

#### PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

1. The authority citation for part 97 continues to read as follows:

Authority: 49 U.S.C. App. 1348, 1354(a), 1421 and 1510; 49 U.S.C. 106(g) (revised Pub. L. 97-449, January 12, 1983); and 14 CFR 11.49(b)(2).

2. Part 97 is amended to read as follows:

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, and 97.35 [Amended]

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS, ILS/DME, ISMLS, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

#### NFDC TRANSMITTAL LETTER

Effective	State	City	Airport	FDC No.	SIAP
05/04/93	MN	Morris	Morris Muni	3/2675	VOR Rwy 14, Orig.
05/24/93	MN	Morris	Morris Muni	3/2676	VOR Rwy 32 Amdt 4.
05/25/93	KS	Goodland	Renner Field Goodland Muni	3/2698	ILS Rwy 30 Amdt 3.
05/25/93	KS	Goodland	Renner Field/Goodland Muni	3/2699	NDB Rwy 30 Amdt 6.
05/25/93	KS	Goodland	Renner Field/Goodland Muni	3/2700	VOR Rwy 30 Amdt 7.
05/26/93	MA	Hyannis	Barnstable Muni-Boardman/ Polando Field.	3/2705	ILS Rwy 24 Amdt 16.
05/26/93	MA	Hyannis	Barnstable Muni-Boardman/ Polando Field.	3/2707	NDB Rwy 24 Amdt 9.
05/26/93	MA	Hyannis	Barnstable Muni-Boardman/ Polando Field.	3/2709	VOR Rwy 6 Amdt 6.
05/26/93	MN	Fergus Falls	Fergus Falls Muni/Einar Mickelson Field.	3/2684	VOR Rwy 35 Amdt 8A.
05/26/93	MN	Fergus Falls	Fergus Falls Muni/Einar Mickelson Field.	3/2685	VOR Rwy 17 Amdt 6A.
05/26/93	OH	Akron	Akron Fulton Intl	3/2722	Vor Rwy 23 Amdt 8.
05/26/93	OH	Akron	Akron Fulton Intl	3/2722	Vor Rwy 23 Amdt 8.
05/26/93	OH	Akron	Akron Fulton Intl	3/2726	LOC Rwy 25 Amdt 12.
05/26/93	OH	Carrollton	Carroll County-Tolson	3/2724	VOR-A Orig-A.
05/26/93	OH	Salem	Salem Airpark	3/2723	VOR-A Orig-A.
05/26/93	OH	Youngstown	Youngstown Elser Metro	3/2725	VOR-C Orig.
05/26/93	TX	Amarillo	Tradewind	3/2719	RNAV Rwy 35 Amdt 7.
05/26/93	TX	Amarillo	Tradewind	3/2720	NDB-A Amdt 12.
05/27/93	AR	Springdale	Springdale Muni	3/2818	ILS Rwy 18 Amdt 4.
05/27/93	AR	Springdale	Springdale Muni	3/2820	VOR/DME Rwy 36 Amdt 7.
05/27/93	CO	Fort Collins	Fort Collins-Loveland Muni	3/2812	VOR/DME-A Amdt 6.
05/27/93	LA	Baton Rouge	Baton Rouge Metropolitan/Ryan	3/2793	VOR/DME Rwy 22R Amdt 7.
05/27/93	LA	Hammond	Hammond Muni	3/2794	VOR Rwy 18 Amdt 2A.
05/27/93	LA	Hammond	Hammond Muni	3/2795	VOR Rwy 31 Amdt 3A.
05/27/93	MN	Fergus Falls	Fergus Falls Muni/Einar Mickelson Field.	3/2776	VOR/DME Rwy 31 Amdt 3A.
05/28/93	AZ	Fort Huachuca/Sierra Vista	Libby AAF/Sierra Vista Muni	3/2851	ILS Rwy 26 Orig.
05/28/93	AZ	Fort Huachuca/Sierra Vista	Libby AAF/Sierra Vista Muni	3/2852	NDB Rwy 26 Amdt 1.
05/28/93	CO	Fort Collins-Loveland	Fort Collins-Loveland Muni	3/2837	ILS Rwy 33 Amdt 5.
05/28/93	CO	Fort Collins-Loveland	Fort Collins-Loveland Muni	3/2838	VOR/DME RNAV Rwy 33 Amdt 5.
05/28/93	CO	Fort Collins-Loveland	Fort Collins-Loveland Muni	3/2839	VOR/DME RNAV Rwy 15 Amdt 4.
05/28/93	CO	Fort Collins-Loveland	Fort Collins-Loveland Muni	3/2840	NDB Rwy 33 Amdt 4.
06/01/93	AK	Mekoryuk	Mekoryuk	3/2923	NDB/DME-A Amdt 2
06/01/93	AK	Mekoryuk	Mekoryuk	3/2924	NDB Rwy 23 Amdt 1.
06/01/93	AZ	Fort Huachuca/Sierra Vista	Libby AAF/Sierra Vista Muni	3/2903	VOR Rwy 26 Amdt 1
06/01/93	MO	St. Charles	St. Charles	3/2907	VOR Rwy 9 Amdt 4.



[FR Doc. 93-13932 Filed 6-11-93; 8:45 am]  
BILLING CODE 4910-13-M

## 14 CFR Part 97

[Docket No. 27319; Amdt. No. 1549]

### Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.  
ACTION: Final rule.

**SUMMARY:** This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** *Effective:* An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference—approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

**ADDRESSES:** Availability of matters incorporated by reference in the amendment is as follows:

#### For Examination

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located; or

3. The Flight Inspection Field Office which originated the SIAP.

#### For Purchase

Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

#### By Subscription

Copies of all SIAPs, mailed once every 2 weeks, are for sale by the

Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

**FOR FURTHER INFORMATION CONTACT:** Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical Programs Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8277.

**SUPPLEMENTARY INFORMATION:** This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 522(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Forms 8260-3, 8260-4, and 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the Federal Register expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. The provisions of this amendment state the affected CFR (and FAR) sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. Some SIAP amendments may have been previously issued by the FAA in a National Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for some SIAP amendments may require making them effective in less than 30 days. For the remaining SIAPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs contained in this amendment are based on the criteria

contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPs). In developing these SIAPs, the TERPs criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are unnecessary, impracticable, and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 10034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### List of Subjects in 14 CFR Part 97

Air traffic control, Airports, Incorporation by reference, Navigation (Air), Standard instrument approaches, Weather.

Issued in Washington, DC on June 4, 1993.  
Thomas C. Accardi,  
Director, Flight Standards Service.

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, part 97 of the Federal Aviation Regulations (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures, effective at 0901 UTC on the dates specified, as follows:

#### PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

1. The authority citation for part 97 continues to read as follows:

**Authority:** 49 U.S.C. App. 1348, 1354(a), 1421 and 1510; 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983); and 14 CFR 11.49(b)(2).

2. Part 97 is amended to read as follows:

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, 97.35 [Amended]

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME